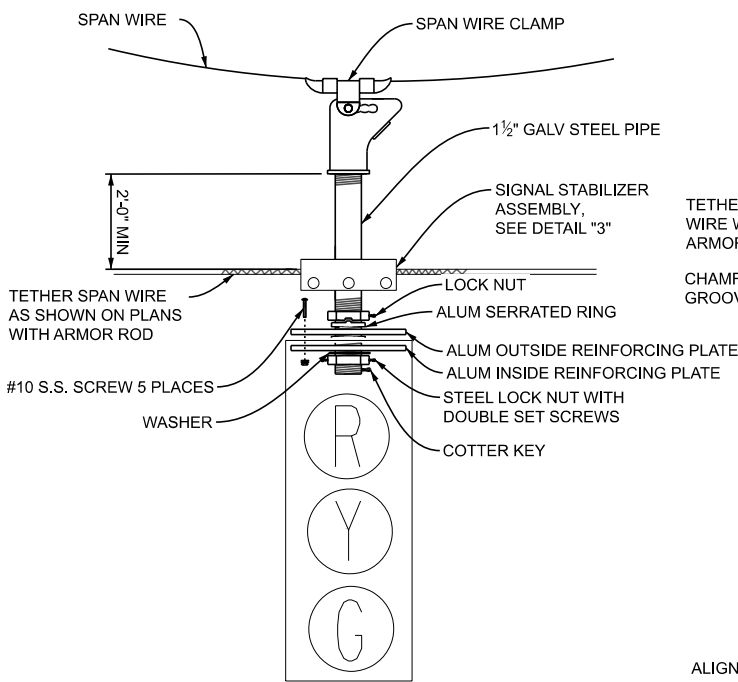
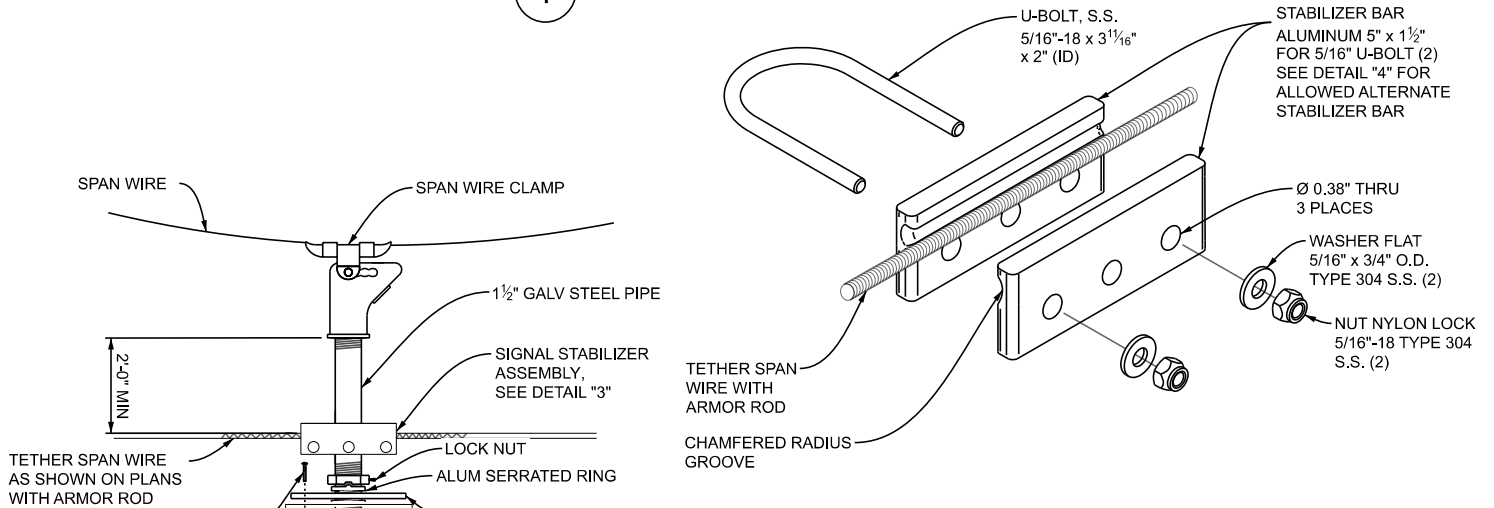


ATTACH TETHER ASSEMBLY SO THAT TETHER SPAN WIRE RUNS STRAIGHT ACROSS.

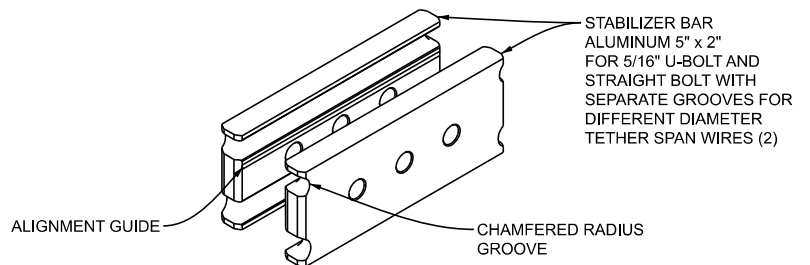
ALL VEHICLE SIGNALS AND SIGNS HUNG ON A SPAN SHALL BE TETHERED. SPAN POLE CONTACT HEIGHTS NEED NOT BE AT THE SAME ELEVATION.

**1** DETAIL - TOP TETHER

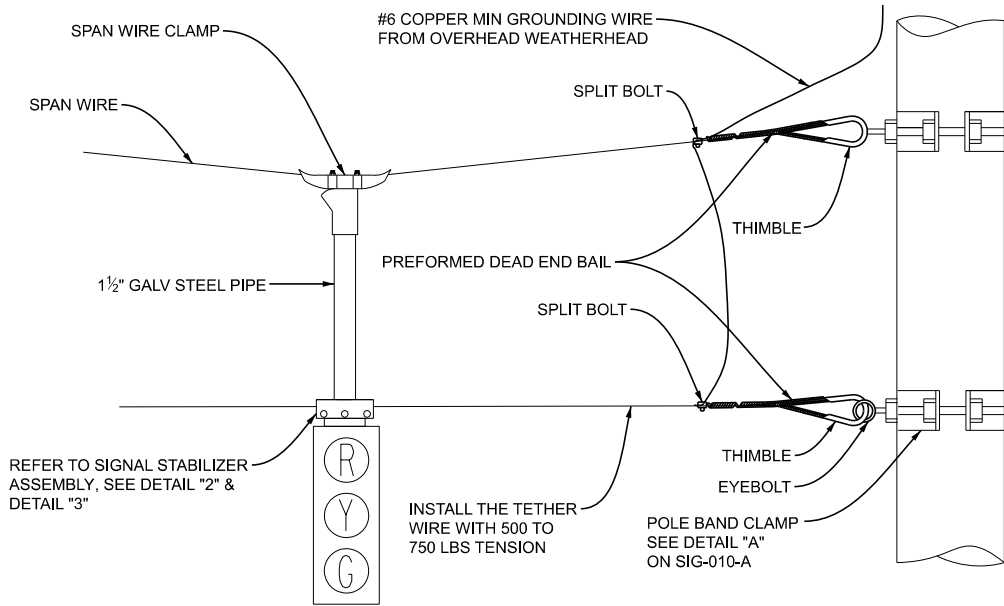


**2** DETAIL - SPAN WIRE INSTALLATION

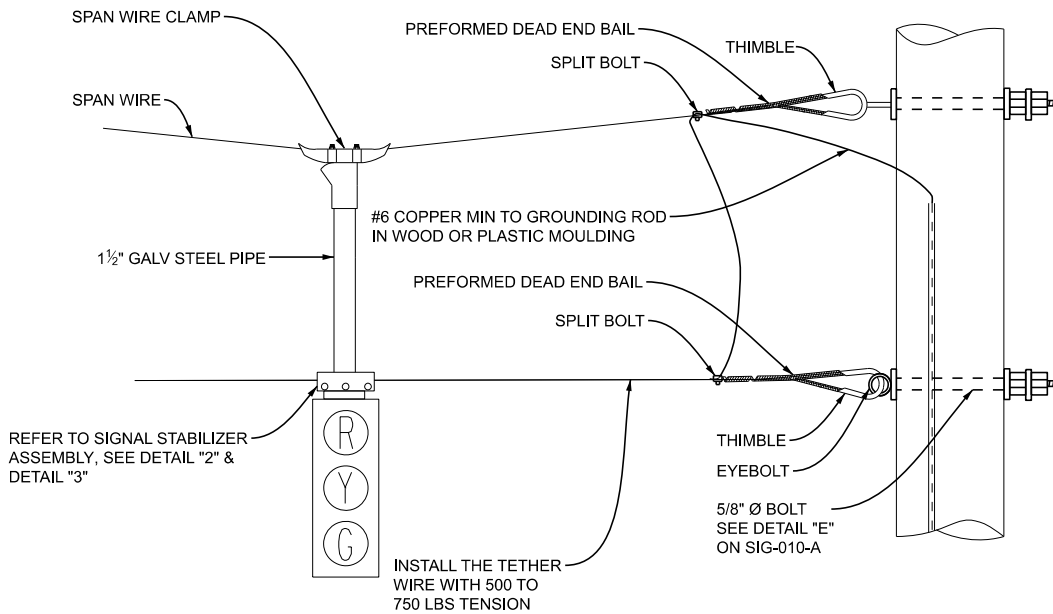
**3** DETAIL - SIGNAL STABILIZER ASSEMBLY FOR TOP OF SIGNAL HEAD



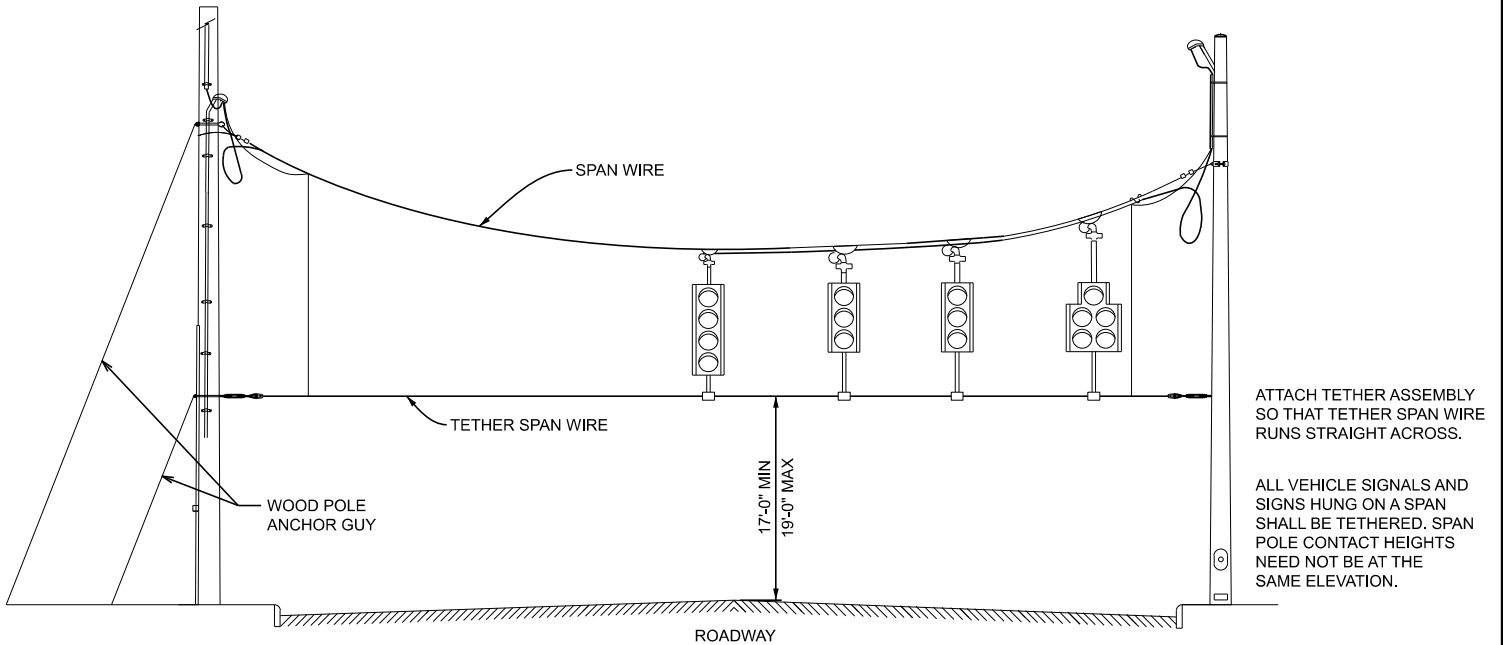
**4** DETAIL - ALTERNATE STABILIZER BAR



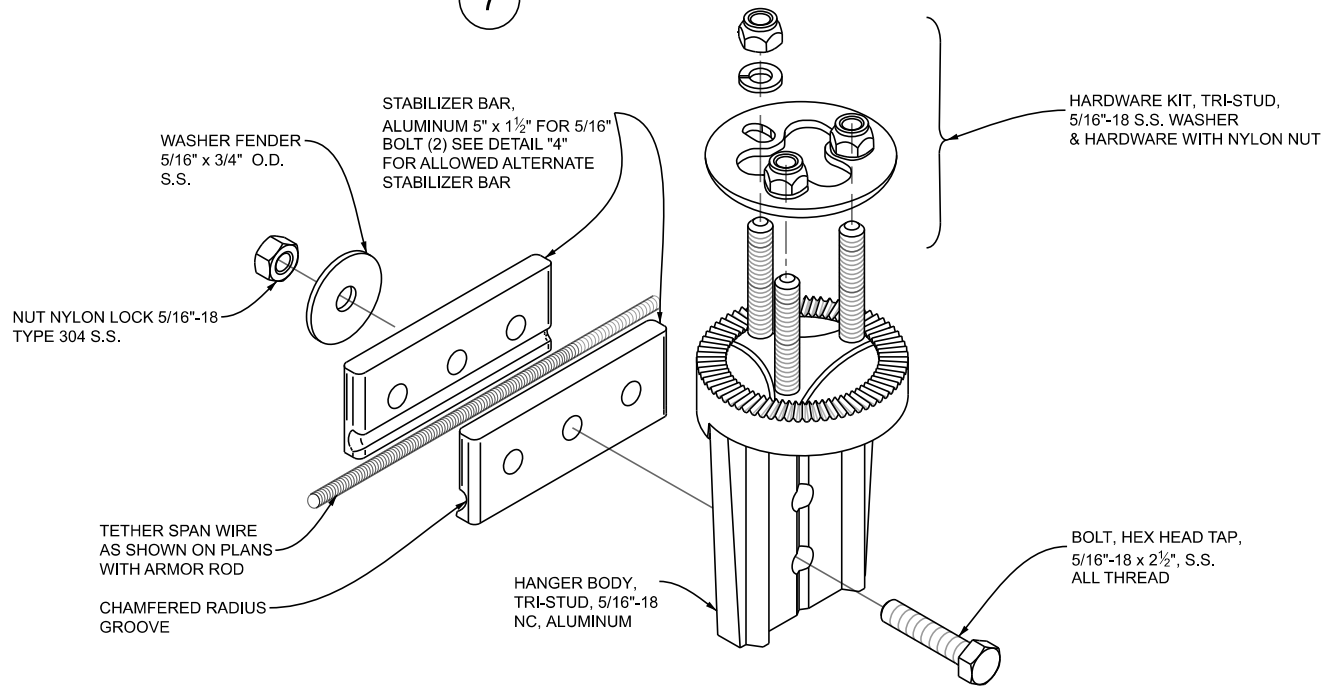
**5** TOP TETHER SPAN WIRE STEEL POLE CONNECTION



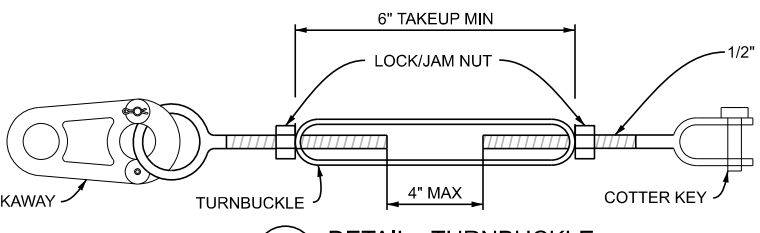
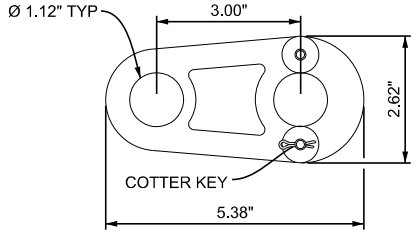
**6** TOP TETHER SPAN WIRE WOOD POLE CONNECTION



**7 BOTTOM TETHER INSTALLATION**



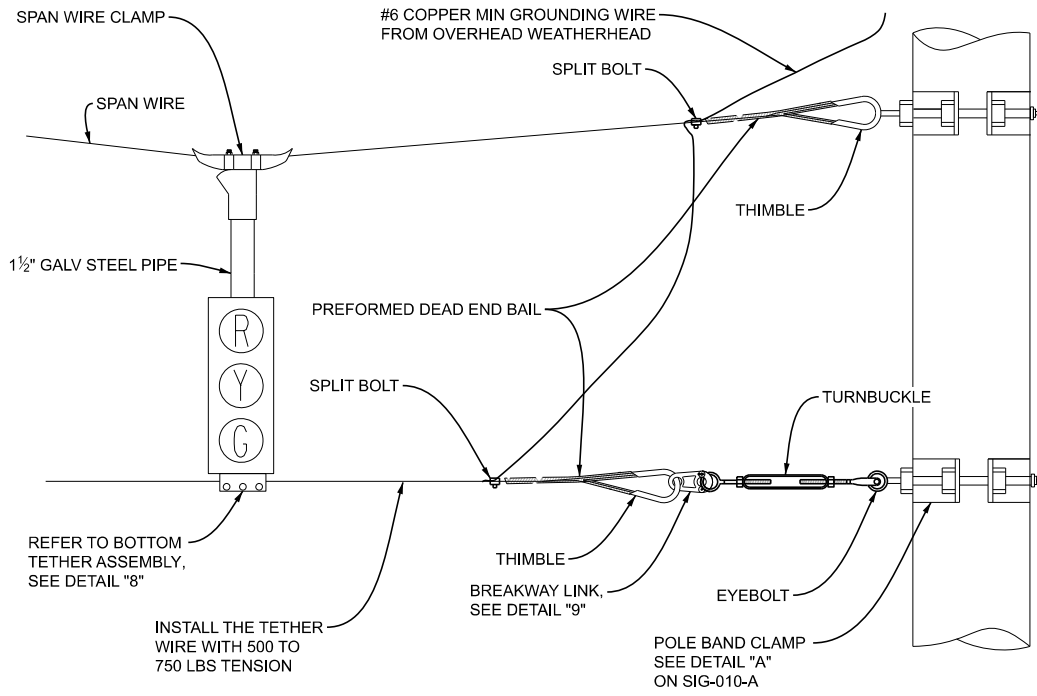
**8 DETAIL - TETHER ASSEMBLY TRI-STUD BREAKAWAY**



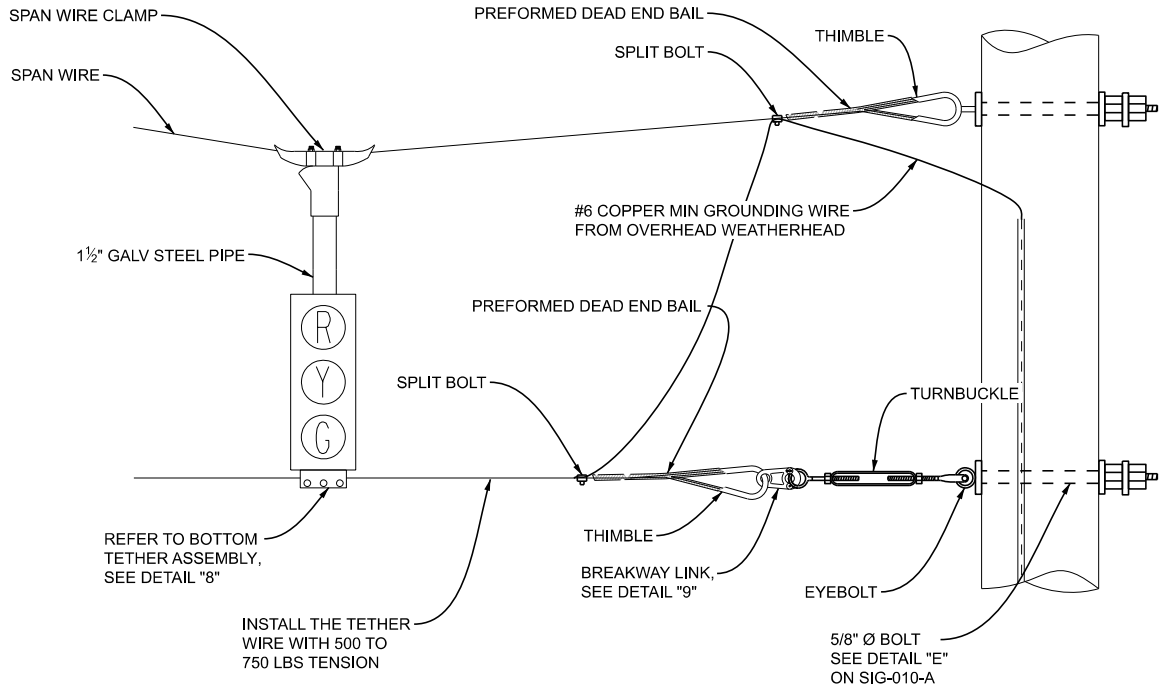
**10 DETAIL - TURNBUCKLE**

**9 DETAIL - BREAKAWAY TETHER ASSEMBLY FOR BOTTOM OF SIGNAL HEAD**

<p>MDOT Michigan Department of Transportation</p> <p>DEPARTMENT DIRECTOR BRADLEY C. WIEFERICH, PE</p>	<p>STANDARD PLAN FOR SPAN WIRE BOTTOM TETHER DETAILS</p>			<p>SHEET 3 OF 6</p>
	<p>(SPECIAL DETAIL) FHWA APPROVAL</p>	<p>11/04/25 PLAN DATE</p>	<p>SIG-305-F</p>	

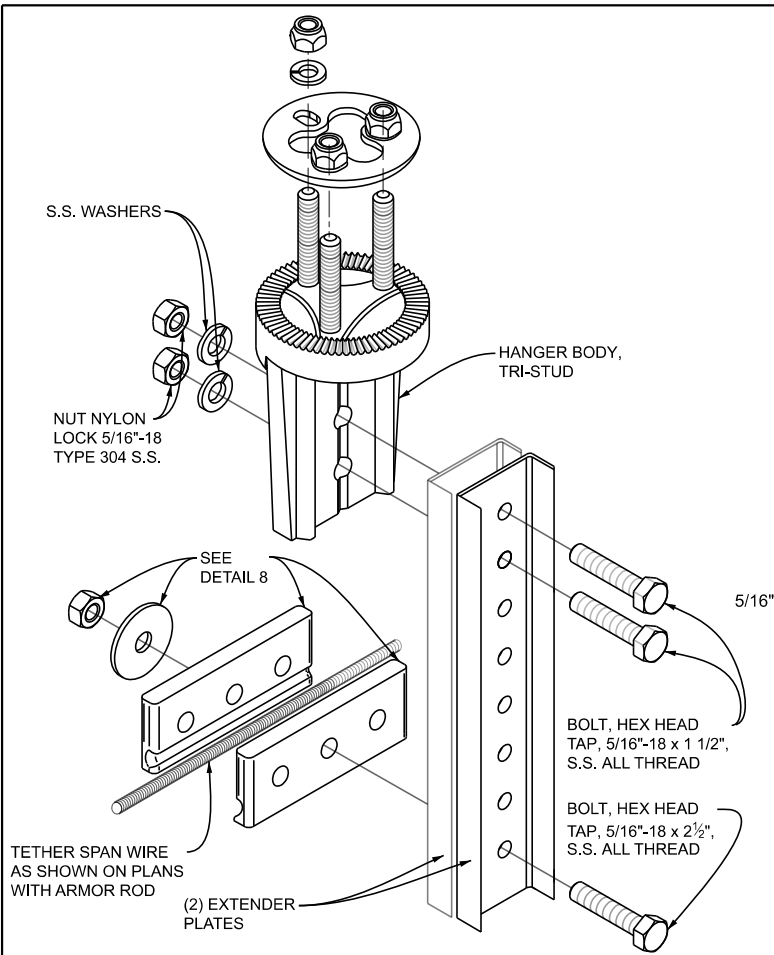


**11** BOTTOM TETHER SPAN WIRE STEEL POLE CONNECTION



**12** BOTTOM TETHER SPAN WIRE WOOD POLE CONNECTION

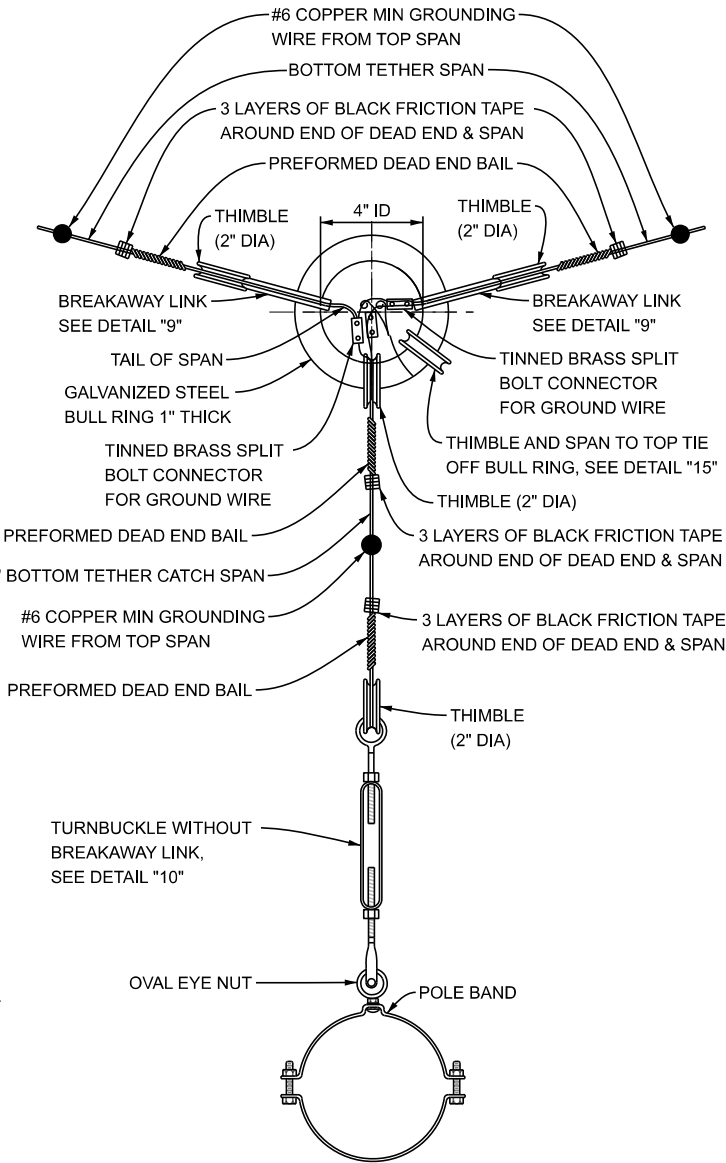
 DEPARTMENT DIRECTOR BRADLEY C. WIEFERICH, PE	STANDARD PLAN FOR <b>BOTTOM TETHER CONNECTION DETAILS</b>			SHEET 4 OF 6
	(SPECIAL DETAIL) FHWA APPROVAL	11/04/25 PLAN DATE	<b>SIG-305-F</b>	



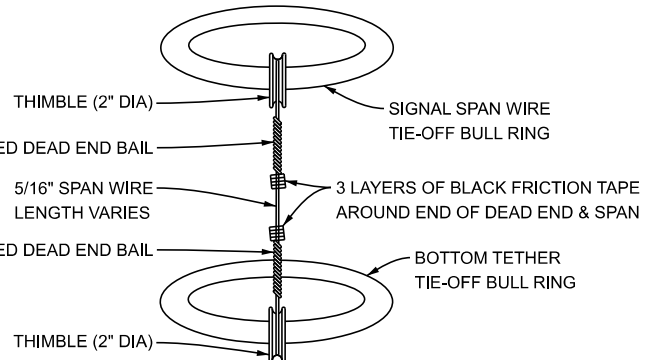
**13** EXTENDER OPTION 22" - 72" NOMINAL LENGTH  
(CUT TO REQUIRED LENGTH AS NEEDED)

**NOTES:**

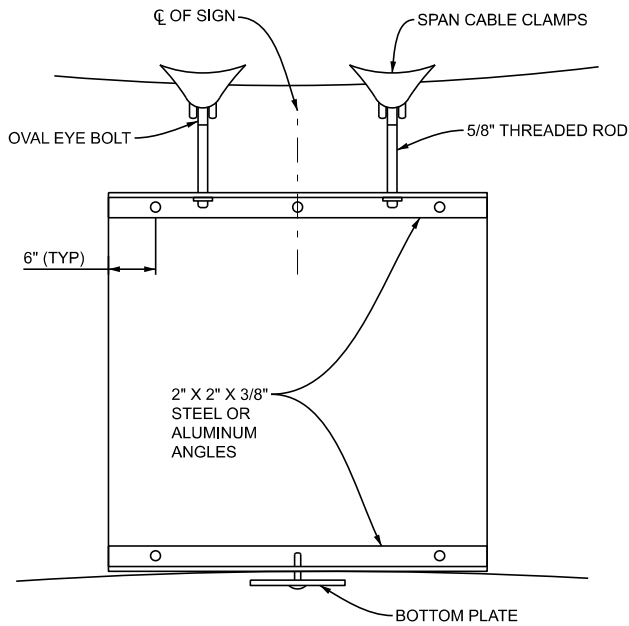
1. BREAKAWAY LINK AND TURNBUCKLE ARE REQUIRED AT BOTH ENDS OF ALL BOTTOM TETHER SPANS. IF BREAKAWAY LINK BEGINS TO YIELD DURING INSTALLATION, IT SHALL BE REMOVED AND REPLACED. THE WIRE TENSION SHALL BE ADJUSTED TO MINIMIZE MOVEMENT OF SIGNAL HEADS IN HIGH WINDS. TYPICAL TENSION IS 500 TO 750 LBS.
2. INSTALL GROUND WIRE AT BOTH ENDS OF TOP AND BOTTOM TETHERING.
3. IF SIGNAL ORIENTATION IS NOT PERPENDICULAR TO SPAN AND TETHER WIRE, THEN USE AN ANCHOR EXTENSION. CLAMP ASSEMBLY MUST BE ATTACHED TO THE FLAT SIDE OF THE EXTENDER BAR.
4. GROUNDING WIRE ANCHOR HEIGHT TO THE SPAN WIRE IS ADJUSTED IN THE FIELD BEFORE BREAKAWAY LINK IS INSTALLED. GROUNDING WIRE LENGTH SHALL BE ADJUSTED SO THAT THE MINIMUM VERTICAL CLEARANCE OF THE SAGGING TETHER WIRE ABOVE THE PAVEMENT WITHOUT THE BREAKAWAY LINK INSTALLED IS AT LEAST 14'. GROUNDING WIRE SHALL CONTAIN ENOUGH SLACK FOR HEAD TO SWAY IN HIGH WINDS. GROUNDING WIRE SHALL BE ATTACHED TO THE SPAN WIRE USING A TINNED COPPER SPLIT BOLT.
5. TRAFFIC SIGNAL HOUSING REINFORCEMENT PLATES ARE REQUIRED WHEN TETHERING.
  - A. TOP TETHERING REQUIRES REINFORCEMENT PLATES AT THE TOP OF THE POLYCARBONATE HOUSING. (2 PLATES TOTAL)
  - B. BOTTOM TETHERING REQUIRES REINFORCEMENT PLATES AT THE TOP AND BOTTOM OF POLYCARBONATE HOUSING. (4 PLATES TOTAL)
  - C. BOTTOM TETHERING 5-SECTION HEADS REQUIRES REINFORCEMENT PLATES ON THE TOP AND BOTTOM OF THE POLYCARBONATE HOUSING (12 TOTAL) AND AN ALUMINUM TRI-STUD UPPER ARM ASSEMBLY IN PLACE OF THE BOTTOM BRACKET.
  - D. IF POLYCARBONATE HOUSING CONNECTS TO AN ALUMINUM CASE SIGN, REINFORCEMENT PLATES MUST BE USED AT THE CONNECTION.
6. THE LENGTH OF THE SPAN WIRE CONNECTING THE SIGNAL SPAN WIRE BULL RING TO THE BOTTOM TETHER BULL RING FOR 3-WAY TIE-OFF CONNECTION TO BE DETERMINED AFTER THE DESIGN TENSION HAS BEEN APPLIED TO BOTH THE SIGNAL AND BOTTOM TETHER SPAN WIRES. TENSION IS NOT TO BE APPLIED TO THE CONNECTING SPAN WIRE BETWEEN SIGNAL SPAN BULL RING AND BOTTOM TETHER BULL RING.



**14** DETAIL - BOTTOM TETHER 3-WAY TIE OFF



**15** DETAIL - BOTTOM TETHER 3-WAY TIE OFF - SIGNAL SPAN TO BOTTOM TETHER BULL RING CONNECTION



DETAIL - OVERHEAD LANE  
ASSIGNMENT SIGN CONNECTION

16

NOTES:

1. ALUMINUM ANGLES SHALL BE USED FOR ALUMINUM SIGNS (TYPE III).
2. STEEL OR ALUMINUM ANGLES MAY BE USED ON PLYWOOD SIGNS (TYPE II).